

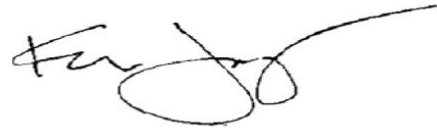
Before the
FEDERAL COMMUNICATIONS COMMISSION
Washington, DC 20554

In the Matter of)
)
Spectrum Needs for the Implementation)
of the Positive Train Control Provisions of)
the Rail Safety Improvement Act of 2008)

WT Docket No. 11-79

REPLY COMMENTS OF CALIFORNIA HIGH-SPEED RAIL AUTHORITY

Respectfully Submitted,



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Response Comment

The California High-Speed Train Project (CHSTP) respectfully submits this response on behalf of the California High Speed rail Authority (CHSRA) to a specific response comment filed by PTC-220, LLC in their submission dated July 11, 2011. In their response IV; 220 MHz PTC May Not Be Able to Support the Special Needs of High Speed Rail PTC-220, LLC states the following:

“...it appears highly unlikely that there would be any sharing of track between CHSRA and any freight or other conventional (non-high speed) railroad, which implies there would be no interoperability requirement. This would allow CHSRA to operate an entirely different PTC system from surrounding conventional railroads”.

In response we wish to clarify that current plans for the CHSTP include two shared corridors; between San Jose and San Francisco and between Los Angeles and Anaheim. CHSRA will build the infrastructure to support both high speed rail and non high speed rail in these corridors and therefore will act as the host railroad for various other rail services. These services include Amtrak and the local commuter railroads as well as freight services on the San Jose to San Francisco corridor (it should be noted that the intent is to operate freight temporally separated from passenger services). In the Los Angeles to Anaheim corridor CHSTP must account for Amtrak and Metrolink passenger services on the shared tracks. As such the train control system configuration deployed by CHSTP in the shared corridors must ensure interoperability between the high speed rail system and the PTC systems being deployed by Amtrak, commuter, and the freight railroads.